

# MEETING NOTES

## Traffic Advisory Board Bicycle & Pedestrian Committee Special Meeting: Off-Street Path Focus Group

3:30 p.m., March 8, 2012

Transportation Management Center Conference Room, 1107 W. Chestnut Expressway

**TAB Members Present:** Committee Chair Valerie Sharlin, Richard Walker, Bob Jones

**Others Present:** Bruce Adib-Yazdi, Dave Catlin, Michael Cook, Natasha Longpine, Dennis McMan

**Traffic Engineering Staff:** Dawne Gardner, David Hutchison

- I. Call to order:** Meeting was called to order at 3:35 by Dave Catlin, Off-Street Path Focus Group Facilitator. Chair Valerie Sharlin took notes.

### II. Off-Street Path System Needs and Opportunities

- a. Summary of Public Comments from Multiple Persons
  - i. Link downtown, school, work, shopping destinations
  - ii. Connect existing paths to one another
  - iii. Connections to my home
  - iv. Complete the link
  - v. Path along Highway 65
  - vi. Standards meet the needs – width, grade, surface
- b. What systems do we have today?
  - i. Complete transportation network
  - ii. Off street and on street trail system
  - iii. The Link - Low volume, low speed streets – 25 mph/30 mph
  - iv. Marked bike lanes/sharrows
  - v. Trails for inexperienced bike riders/parents/kids
- c. What is not on the plan that should be?
  - i. Circumferential trail around Springfield
    - 1. James River provides trail corridor south and east of Springfield
    - 2. Pierson Creek provides trail corridor east for Springfield extending north from James River
    - 3. Wilson Creek provides trail corridor west of Springfield
    - 4. South Dry Sac River provides trail corridor north of Springfield
    - 5. Gaps
      - a. Northeast between Pierson Creek and South Dry Sac
      - b. Southwest between James River and Wilson Creek
      - c. Northwest between Wilson Creek and South Dry Sac
    - 6. Northeast
      - a. Extend Pierson Creek Trail north to FR 116 and east to FR 213

- b. Connect north end of Pierson Creek path and east end of south Dry Sac path via existing roadways or new path corridors as opportunities can be found including crossing I-44, SR OO, and BNSF RR Cuba Sub
- 7. Northwest
  - a. Extend West Branch Wilson Creek north across I-44 either at current waterway crossing or golf cart crossing ¼ to ½ mile west of creek
  - b. Provide either trail or street connection north from I-44 to intersection of Chestnut Expressway and Haseltine Road.
  - c. Provide path along north right-of-way edge of I-44 from Chestnut Expressway to Kearney Street and Frisco High Line Trail
  - d. Provide off-street path or on-street facility as available between Frisco Highline Trail and Tom Watkins Park and Spring Branch trail corridor with connects to South Dry Sac
- 8. Southwest
  - a. Provide connection as available through City of Battlefield between current Cherokee Trail of Tears corridor and Wilson Creek Trail
  - b. Provide trail along Needmore Branch from Ward Branch as far north as practical to near intersection of Republic Road and FR 137 (Scenic Avenue)
  - c. Provide on-street connection from north end of Needmore Branch path to Cherokee Trail of Tears path
- ii. Extension of Springfield Area network to surrounding suburban towns
- iii. New trail parallel to SR OO and BNSF RR from Strafford Sports Complex to LeCompte Road
- iv. Extend North Jordan Creek east of Glenstone at least to Barnes Avenue with linkage extending east to trail to Strafford
- v. Extend Jordan Valley Trail east to east of Glenstone Avenue
- vi. Provide On-road link from South Dry Sac north to Fellow's Lake along FR 197
- vii. Trail of Tears path along abandoned MOPAC RR corridor which provides a direct path from Wilson Creek National Battlefield and City of Battlefield to downtown Springfield
  - 1. Existing between Village Terrace and Marcella Street
  - 2. OGI currently owns ROW between U.S. 60 and FR 164 (Inman Road) and is trying to reclaim portion between FR 164 and Battlefield Road
  - 3. Work with City of Battlefield to reclaim portion between Village Terrace and FR 178 (Weaver Road)
  - 4. Work with City of Battlefield on on-street path or reclaiming former railroad corridor through town
    - a. Possible opportunity from FR 178 to Cloverdale
    - b. On-street system where corridor is built over from Cloverdale to City Park
    - c. Possible path corridor or parallel street from SR FF to west City limit
    - d. Possible opportunity from west City limit to Wilson Creek National Battlefield near FR 111
  - 5. Work with Forrest Institute from Battlefield Road to South Creek Trail

6. Consider a trail parallel to existing active railroad from Nathaniel Greene Park to junction of Wilson Creek Trail, Jordan Creek Trail, and Fassnight Creek Trail considering rail sidings and other barriers
- viii. Consider path around perimeter of Wilson Creek National Battlefield along FR 111, FR 182, and SR ZZ to Schuyler Creek and west along Schuyler Creek to City of Republic
- ix. Identify all existing spur and short line railroads as possible corridors upon future abandonment or development of a parallel path to existing track including
  1. Chadwick Line from downtown Springfield to James River Power Plant
  2. Spur from downtown Springfield to intersection of Oak Grove Road and Cherry Street
  3. Line from downtown Springfield adjacent to Paul Mueller plant crossing Chestnut Expressway to Hillcrest Avenue
- x. Abandoned rail corridor north of Chestnut Expressway from Hillcrest Avenue to Nichols junction and parallel to existing BNSF RR Fort Scott Sub to path along north edge of I-44
- xi. Extend Frisco High Line Trail across Kearney & West Bypass using abandoned rail corridor and parallel to existing railroad spur to Golden Avenue (this requires a bridge)
- xii. On-street links
  1. Current link north-south route under development connecting Ward Branch, South Creek, Fassnight Creek, Jordan Valley, North Jordan Creek and Pea Ridge Creek Doling Branch which connects to South Dry Sac River Trail near east end of each along Cox Health roadway system, Maryland Avenue, Montclair Street, Kimbrough Avenue, Cambridge Street, Kings Avenue, John Q. Hammons Parkway, Sherman Avenue, Calhoun Street, Washington Avenue, Dale Street, Summit Avenue, Talmage Street, and a new path to Doling Branch of Pea Ridge Creek
  2. Sunset Link – Extend South Creek Trail east with a sidepath along north side for Sunset Street to Glenstone Avenue, on-street facilities or off-street path as practical from Glenstone Avenue to intersection of Greenwood Street and Lone Pine Avenue, and a path from said intersection to Galloway Trail
  3. Frisco High Line Link – Connect the N-S link to Frisco Highline Trail from Washington Avenue west along Atlantic Street, Albertha Avenue, High Street (including connection to Spring Branch at Tom Watkins Park), Golden Avenue, and on-street or off-street facility as practical to Frisco High Line Trail
  4. Lakewood Link – Connect Ward Branch and Galloway Trail at Springfield Nature Center along corridor from Galloway Trail under railroad at Galloway Creek crossing, north edge of Springfield Nature Center, Vincent Street, Lakehill Avenue, Olde Ivy Street, Reed Avenue, Swallow Street, Charleston Avenue, Lakewood Street, and Holland Avenue
  5. Galloway Link – Connect Ward Branch and Galloway Trail at Sequiota Park along a side path on south side of Galloway Road, on-street or trail facility as practical from Luster Avenue to Weller Avenue, and off-street path along Ward Branch from Weller Avenue west.
  6. Jones Branch Link - Connect Jordan Creek and Pearson Creek along Dysart Avenue, Cherry Street or other practical corridor of sink hole property and local streets, abandoned rail corridor, under U.S. 65 parallel to BNSF RR

Thayer Sub, along Lombard Street and Greenbriar Avenue and FR 144 (Catalpa Street)

7. North Jordan Creek Link – Connect North Jordan Creek path and path to Strafford along on-street facilities or off-street paths as practical from intersection of Blaine Street and Barnes Avenue to intersection of Kearney Street and LeCompte Avenue considering development of future storm water facilities and Springfield Underground property
- xiii. Workman Branch to from Ward Branch to intersection of Kansas Avenue and Maplewood Street north of U.S. 60
- xiv. North Wilson Creek from Wilson Creek to Old Orchard Road or Westgate Avenue with an on-street link connection north to BNSF RR Fort Scott Sub path
- xv. Branch of North Wilson Creek from North Wilson Creek path to Westport Park
- xvi. Path along power line corridor from Lake Springfield Park to intersection of Charleston Avenue and Lakewood Street
- xvii. Hunt Branch from James River to FR 193 and beyond (maybe FR 205) with connections to and/or bypasses around as practical Millwood and Highland Springs subdivisions

d. Use and Design of Trails (Recreation vs. Transportation)

- i. Consider that out of town trails are primarily recreation and in-town trails are likely to also be used for transportation.
- ii. If paths are designed for higher speed bicycle use, there will be more conflicts among fast cyclists with a destination in mind, casual cyclists, runners, pedestrians walking to a destination, and casual pedestrians. Care should be taken in design to provide for the casual user and mitigate conflicts as much as practical by such concepts as:
  1. Providing separate paths for transportation and casual users
  2. Providing for transportation uses on or adjacent to parallel streets
  3. Providing wider path with designated lanes for each use
- iii. Report should include specifications in addition to routes
- iv. If transportation trail, they should be accessible to most users and have access to street pedestrian and bicycle system to get around.
- v. Consider separate design with two sets of specifications and different criteria
  1. Ten-foot width, low water crossings, steeper grades and sharp curves blending with environment make recreation trails more enjoyable
  2. Minimum width of 12 feet, most grades less than five percent, water crossings accessible most of the time, and curves designed for 15 mph design speed are desirable for transportation.
- vi. No trails usable after dark so need to specify lighting if using for transportation
- vii. Transportation trails need to connect businesses
- viii. Funds for recreation seem to be drying up and funds for transportation are still available.
- ix. Consider how to plan for a two tier system or a completely integrated system
- x. Possible phasing of the system – expand from recreation to transportation as they are built.
- xi. Accessibility on off-street paths
  1. Need to be able to deal with inaccessible trails and remediate current trails that are not accessible.

2. Need a brochure w/mobility scale for wheelchair and/or impaired users showing what will be encountered on existing and new trails.
3. Designate routes for ADA transportation

**III. Next Meetings:**

- a. **On-Street Bicycle Focus Group** – Tuesday, March 13, 3:30 to 5:00 at Busch Bldg.
- b. **On-Street Pedestrian Focus Group** – Tuesday, March 27, 3:30 to 5:00 at TMC
- c. **Next Full Committee Meeting** – Tuesday, April 10 from 3:30 to 5:00 at TMC

**IV. Adjourn** – Meeting was adjourned at 5:00